

THE MYRTLES WIN BOTH RACES

ACCIDENT IN THE SENIOR

Sensational Finish In The Junior Race

THE HEALANI SENIORS CAPSIZE AT THE THREE-QUARTER OF A MILE FLAG OWING TO NO. 2 SLIPPING HIS SEAT—IN THE JUNIOR RACE THE HEALANIS LEAD ALL THE WAY UNTIL ALMOST AT THE FINISH LINE.

It was a Myrtle day.

The scarlet and white floats gaily in the sun-kissed breeze and the blue is trailed in the dust, for the Myrtles won both the senior and the junior four-oared races at Pearl Harbor this morning.

True, they won the senior race with no competitor at the end as the Healani capsized, but they had the race well in hand when the accident and, barring mishaps of their own, they figured to win on form at all events. Praise for the plucky win made by the junior Myrtles cannot be too loud. They had a stern chase for over a mile but stuck to it with a bulldog tenacity and at the very finish snatched a victory from the jaws of defeat. Only a man who has tugged at an oar for a mile that seems a league, with the back-wash hitting his boat at every stroke and the maddening knowledge that the men in the other boat can watch him out of the tail of their eyes without ever letting those eyes get out of the boat, can thoroughly appreciate the gallant work done this very morning by those Myrtle juniors. True it is that the Healani had the race in hand, true it is that they might almost have drifted across the line winners, but those facts only go to swell the sum of the Myrtles' triumph.

This record:

Senior four-oars:
1. Myrtles. Time 10:34 4-5.
2. Healani did not finish.

Junior four-oars:
1. Myrtles. Time 10:40 flat.
2. Healani. Time 10:40 1-5.

The scene at the Peninaula this morning was all that experience would suggest or that imagination could pic-

ture. All Honolulu is familiar with the glorious scenery that the lochs at Pearl Harbor have to offer with its fringes of emerald sugar cane, the middle distance a marvelous blending of neutral tints and the peaks of the distant mountains lost in a purple haze.

All of this there was this glad day and there was the additional color lent by the bunting which flaunted itself gaily from the dozens of craft of every known rig which scudded across the dimpling waters.

As usual the major portion of the crowd went out on the 9 o'clock train. Such a train that was! It looked more like a procession for there were cars and cars and cars without end and every one of them was filled to the choking stage. The human freight quickly discharged itself and the visitors found that the two senior crews had already paddled away up to the end of the loch where Starter Harold Dillingham was in charge of affairs.

The judges, A. A. Wilder and C. L. Crabbe, were aboard the launch Waterwitch which had been kindly placed at the disposal by the Immigration office. Leslie Scott and George Crozier were the timekeepers and the regatta committee was composed of C. C. Rhodes, W. W. Harris and W. Soper. Others on the official launch were Acting Governor A. L. C. Atkinson, Prince David Kawananakoa, Col. Sam Parker, Jack Carter, A. G. M. Robertson, Robert Atkinson, E. D. Tenney and Senator J. M. Dowsett.

The scene along the shore was a brilliant one for every one of the train lawns was covered with a gaily decor-

(Continued on page five)

HO FOR THE FOURTH!

Torpedoes, Torpedo Canes, Caps and Cap Pistols, Flags, and a new lot of Lunch Sets just received at Arleigh's.

Automobiles can be hired day or night at Club St. Mes, Fort street.

SACHS' BIG SALE.

Sachs' annual clearance sale which is now progressing is meeting with an unqualified measure of success. The big store has been thronged since the sale began and the prospects are bright for a rush of business until the sale closes, a week from Thursday next. New lines are being brought to the front every day and each day brings with it its own surprises in the way of rare bargains.

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Chinese Agitation Is Growing

(Associated Press Cable to The Star).

HONG KONG, July 4.—A gigantic mass meeting was held here for the purpose of protesting against the Anti-Exclusion laws of the United States. Twenty thousand Chinese attended the gathering.

MORE MUTINY

SEVASTOPOL, July 4.—The crew of the Russian transport *Prout* mutinied, killing two of the officers of the vessel. The mutineers subsequently repented.

Riots Dying Out

ODESSA, July 4.—Comparative order has been restored in this city by the authorities.

STILL FIGHTING IN MANCHURIA.

TOKIO, July 4.—Detachment engagements of a minor character are continuing between the opposing forces in Manchuria.

(Additional Cable on Page Five.)

THE FATHER OF HIS COUNTRY



STUART'S PORTRAIT OF WASHINGTON

THE 4TH THIS AFTERNOON

BAND CONCERT AND ADDRESSES AT THE CAPITOL GROUNDS—THE YACHT RACES AND BASEBALL.

The Fourth of July events this afternoon are the formal Fourth of July celebration arranged by the Fourth of July Committee. This will be at the Capitol grounds.

The program proper will commence

THE CITY DESERTED

THE EXODUS TO PEARL HARBOR INCLUDED EVERYONE WHO WAS NOT HELD BY THE MAIL.

The races took nearly all the celebration out of Honolulu this morning. There was a suspension of business, but as there was no celebrating to take the place of business, the town was about as quiet as on a Sunday. Here

DOLLAR GETS CLEARANCE

ORDERS COME FROM WASHINGTON WHICH HELPS THE STEAMER STANLEY DOLLAR OUT OF HER TROUBLE—A HUNDRED THOUSAND DOLLARS CABLED HERE TO KEEP HER OUT AND LET HER GET STARTED FOR VICTORIA.

The Federal government at Washington is said to have interested itself in the case of the British steamer *Stanley Dollar* to the extent of sending a cable practically ordering that she be given a license to carry passengers. This is an unusual proceeding, especially in view of the fact that the steamer is a Britisher, and it is said to be due to efforts of representatives of the Dollar Steamship Company, which is a very wealthy and powerful concern on the Mainland. At any rate a license was issued late yesterday, and the *Dollar* could have cleared and steamed away, but for a libel "plastered" on her by Attorney Frank E. Thompson, in behalf of a Japanese who claims to have been cheated by the sale of a ticket to Seattle and by the failure of the steamer to leave according to programme.

The owners of the *Dollar* immediately took the matter to Washington when their steamer was held up. The result is believed to be shown in the first cable from the Treasury department, giving instructions that a license to carry passengers, and clearance papers, be given to the steamer if she could pass a satisfactory examination. A later cable from the same source is stated to have put the matter more directly and hastened the issuance of a special license so that the steamer might leave.

Forty more libel suits are in preparation to be brought tomorrow, attaching the vessel, but the company is ready for them. It will have a hundred thousand dollars in cash at the disposal of the Pacific Surety Company, to give bonds in whatever sum the court may ask, and then the vessel will go to sea. It seems probable now that most of the Japs on board will go with her. Those who bring suits will of course come ashore. George A. Davis is attorney for a number who want to bring suits and Frank E. Thompson has a lot more to bring if he should deem it advisable. No matter how many suits are brought, it is stated, the vessel will leave tomorrow and court proceedings will have to be settled later.

The company will take all the cases to the United States Supreme court, it is stated. The suits are for \$500 each damages, and the Japs will evidently have a long fight ahead before they get anything, if ever.

Stanley Dollar, owner of the vessel and Captain Bruce, are both somewhat surprised at the trouble they stepped



FRANK THOMPSON, ATTORNEY FOR A LARGE NUMBER OF THOSE THREATENING SUITS AGAINST THE S. S. STANLEY DOLLAR.

into when they started to ship their load of passengers. The captain describes it as the hardest mix-up he ever got into. "Every time I show my head there is a criminal charge or a libel," he is said to have remarked. "I don't see any money or fun in the Japanese passenger business."

There appears to be a strong hoodoo on the business. Three steamers have been secured to try it. The *Olympia* came here and left after losing a big sum of money on a cargo of coal no one here would buy. Now the *Dollar* is out heavy expenses of delay and all sorts of legal expenses. The other vessel went north before starting here, and she was wrecked.

Collector Stackable went aboard the steamer yesterday afternoon accompanied by Captain Nilback of the Naval Station, and made an examination of the vessel for the purpose of ascertaining whether she complied with the regulations regarding the appliances and other details for the carrying of passengers. It was found that the law had been complied with, so the Collector announced that he was ready to grant the vessel clearance. The boat could not clear however for the libel suits held her in port. As soon as some disposition of those cases, will have been made, the vessel will clear and depart for Victoria.

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